



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
20476 - Carver Main Street Pedestrian Project
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: CARVER, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 316 BROADWAY
PO BOX 147

County: Carver

Phone: CARVER Minnesota 55315
City State/Province Postal Code/Zip

612-448-5353 Ext.

Phone

Fax:

PeopleSoft Vendor Number 0000003915A1

Project Information

Project Name City of Carver Main Street Pedestrian Project

Primary County where the Project is Located Carver

Cities or Townships where the Project is Located: Carver

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The project will fill a significant gap in the pedestrian network including the construction of a new dedicated multimodal facility along the south side of Main Street West, connecting 1.3 miles from CSAH 11 to the Carver County Minnesota River Bluffs Regional Trail connection on the west side of downtown Carver. This segment of roadway does not currently have any dedicated pedestrian or multimodal facility with pedestrians having to travel in the roadway with a limited paved shoulder area. The project will also construct a new sidewalk along Mount Hope Road to Lions Park, expanding the pedestrian network to this community destination along a 0.15 mile segment of road where no separate, dedicated pedestrian facility exists. The sidewalk will also provide a connection to the existing multi-use trail along Mount Hope Road, which provides access to the rest of the city's trail network. This improvement connects to the intersection of Old Carver Road and Mt. Hope Road, which will be improved with a raised pedestrian crossing. The existing intersection is skewed and confusing for pedestrians to cross. The new intersection will implement perpendicular pedestrian crossings and reduce overall pavement crossing width. Concrete pavement with colored concrete pedestrian crossings will be implemented. Pedestrian infrastructure including curb ramps will be reconstructed and enhanced throughout the project limits within downtown Carver, most significantly at the intersection of Main Street West and Broadway Avenue. Pedestrian bump-outs will be added, which will reduce pedestrian crossing distance on all legs of the intersection, increase pedestrian visibility, and slow vehicle speeds through intersections. Main Street West will be reduced to one-way traffic and one travel lane eastbound, allowing for the space at the intersection to be reclaimed for pedestrians and gathering space, and eliminating vehicle-pedestrian conflict points. The crossing distance on the east leg of the intersection will be reduced by more than half. The pedestrian crossings on all legs of this intersection will be enhanced with colored concrete.

The project will fill gaps in the multimodal network transportation system by installing pedestrian facilities where none exist today and enhancing multimodal infrastructure for pedestrian-oriented uses in historic downtown Carver. The project fills a major gap in the transportation system network for multimodal users along Main Street West east of CSAH 11 and into downtown Carver connecting to existing dedicated pedestrian infrastructure. The project expands and connects the multimodal pedestrian system to provide safe access for non-motorized travelers to and from residential and commercial uses.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Construct multimodal facility on Main Street West from CSAH 11 1.3 miles to 300 ft south of Hickory St, construct pedestrian facilities at Main Street and Broadway Street intersection, construct pedestrian facilities at Old Carver Road and Mount Hope Road

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 1.6

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? Yes

If yes, please identify the source(s) MnDOT LRIP

Federal Amount \$2,000,000.00

Match Amount \$574,430.00

Minimum of 20% of project total

Project Total \$2,574,430.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 22.31%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds County tumback funding and MSAS funding

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2028, 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

2025, 2026, 2027

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency

City of Carver

Name of Trail/Ped Facility:

Main Street West, Main Street/Broadway Street, Old Carver Rd/Mt. Hope Road, Mt. Hope Road

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

MSAS, City Street

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

114, 102

(Example: 53 for CSAH 53)

Name of Road

Main St W, Broadway St, Old Carver Rd, Mt Hope Rd

(Example: 1st ST., Main Ave.)

TERMINI: Termini listed must be within 0.3 miles of any work

From:

Road System

CSAH, city street

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

11

(Example: 53 for CSAH 53)

Name of Road

Jonathan Carver Parkway

(Example: 1st ST., Main Ave.)

To:

Road System

City

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Road/Route No.

114, 102

(Example: 53 for CSAH 53)

Name of Road

Mount Hope Road

(Example: 1st ST., Main Ave.)

In the City/Cities of:

(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

Termini: Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail

Yes

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk

Yes

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items)

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

**Structure is Over/Under
(Bridge or culvert name):**

Zip Code where Majority of Work is Being Performed	55315
<u>Approximate</u> Begin Construction Date (MO/YR)	05/01/2026
<u>Approximate</u> End Construction Date (MO/YR)	10/01/2026
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	1.6
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	1.6
Is this a new trail?	Yes

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these *adopted regional plans*: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages: The project aligns with the 2040 Transportation Policy Plan by prioritizing the following goals and strategies:

Goal: Safety and Security; Objective: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport (Page 2.5); Strategies: B6 - Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system (Page 2.8).

Goal: Access to Destinations; Objectives: D) Increase the number and share of trips taken using transit, carpools, bicycling, and walking; E) Improve the availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations (Page 2.10); Strategies: C1 (Page 2.10), C2 (Page 2.11); C16 (Page 2.23); C17 (Page 2.24)

Goal: Healthy and Equitable Communities; Objectives: C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options; D) Provide a transportation system that promotes community cohesion and connectivity for people of all abilities, particularly for historically under-represented populations (Page 2.30); Strategies: E3 (Page 2.31)

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. The project is specifically identified as part of the city of Carver's Comprehensive Plan Parks and Trails Plan as a Planned Trail: Figure P-1, Page 3-3. The project is also identified as part of the Existing and Planned Non-Motorized Facilities section of the Comprehensive Plan Transportation Plan in Figure T-10, Page 4-35.

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

Check the box to indicate that the project meets this requirement. Yes

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000
Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000
Safe Routes to School: \$250,000 to \$1,000,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.

Date plan completed:

Link to plan:

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation. Yes

Date self-evaluation completed: 01/03/2023

Link to plan:

<https://cityofcarver.com/386/ADA-Transition-Plan>

Upload plan or self-evaluation if there is no link

Upload as PDF

10. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

Check the box to indicate that the project meets this requirement. Yes

12. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

Check the box to indicate that the project meets this requirement. Yes

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

5. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$108,360.00
Removals (approx. 5% of total cost)	\$114,570.00
Roadway (grading, borrow, etc.)	\$14,700.00
Roadway (aggregates and paving)	\$80,740.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$153,000.00
Ponds	\$200,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$178,500.00
Traffic Control	\$65,020.00
Striping	\$1,200.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$627,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$172,300.00
Other Roadway Elements	\$177,350.00
Totals	\$1,892,740.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$425,320.00
Sidewalk Construction	\$130,120.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$25,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$61,700.00
Other Bicycle and Pedestrian Elements	\$39,550.00
Totals	\$681,690.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours

0

Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

Eligible costs for PROTECT funding include storm sewer, ponding, slope stabilization and retaining walls. These improvements proposed with this project will provide a significant benefit for the resilience of not only the pedestrian infrastructure but the adjacent roadway infrastructure, as the alignment is adjacent to Carver Creek and the Minnesota River and its backwaters. The total for these items is \$918,700.

Totals

Total Cost	\$2,574,430.00
Construction Cost Total	\$2,574,430.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	605
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1702497828999_Carver Main Street Pedestrian Improvement Project_Regional Economy Map.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One-Half Mile	4789
Upload Map	1702497932456_Carver Main Street Pedestrian Improvement Project_Population Map.pdf

Please upload attachment in PDF form

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

The project is located in Census Tract 911, which extends beyond the city of Carver to include rural Dahlgren Township and San Francisco Township, covering a 64 square mile area in one Census Tract. Per the 5-year estimate from the 2021 American Community Survey, the population under 18 years old is 26.8% in Census Tract 911 and 28.9% in the city of Carver, above the Region's 23.7%. The non-White Alone population is 8.7% in Census Tract 911 and 9% in the city of Carver. The percentage of the population over 60 is 16.8% in Census Tract 911 and 13.4% in the city of Carver. The percentage of the population with a disability is 4.4% in Census Tract 911 and 3.6% in the city of Carver. The percentage of the population below poverty level is 2% in Census Tract 911 and 0.7% in the city of Carver. This analysis identifies vulnerable populations located in the surrounding project area, most notably the population under 18, which is above the regional average.

In 2020, the city conducted a survey of a representative sample of 400 residents, which included a telephone survey with professional interviews and statistical coding and analysis of results. Parks and recreation facilities were surveyed as part of this effort, which is the best-fit category. 19% of survey respondents rated park and recreational facilities lower than "excellent" or "good", which is 8% lower than the Metro Area norm. As part of this survey effort, additional facilities emerged as an area for improvement.

A corridor visioning study was completed in 2023 that engaged the public. A community task force of 11 people was organized with representation from businesses and residents. The community task force met three times and helped establish and guide the vision for the project. The components of the project were a direct outcome from these meetings including an emphasis on pedestrian safety at the intersections of Old Carver Road/Mount Hope Road and Main Street West/Broadway Street, desire for enhanced streetscaping and placemaking within the community and the historic downtown, and a need for improved pedestrian access for neighborhoods west of downtown. At the conclusion of the task force, two community outreach events were held to present project visioning concepts, one downtown at the historic church by the river and the other at the annual fire department festival, which draws hundreds of people from the area. In order to collect broader feedback, a project page was set up on the city's website with a fillable comment form for anyone wishing to provide comments or feedback on the vision. Additional Council work sessions and meetings were held to review the vision for the corridor and the Council adopted the corridor vision in Fall 2023. See Engagement Summary attachment.

(Limit 2,800 characters; approximately 400 words):

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

The main purpose of the project is to fill gaps in the multimodal network transportation system by installing pedestrian facilities where none exist today and to enhance pedestrian infrastructure for pedestrian oriented uses in downtown Carver. The project fills a major gap in the transportation system network for pedestrians along Main Street West east of CSAH 11 and into downtown Carver with a new dedicated multimodal facility. The project includes a new sidewalk along Mount Hope Road to Lions Park, connects to existing trails along Mount Hope Road; addresses ADA deficiencies within the project area; adds pedestrian safety improvements at Old Carver Road/Mt. Hope Road and Main St./Broadway Street intersections; and creates pedestrian dedicated space at Main St./Broadway Street intersection location.

The intersection of Old Carver Road and Mt. Hope Road will be improved with a raised pedestrian crossing. The existing intersection is skewed and confusing for pedestrians to cross. The new intersection will implement perpendicular pedestrian crossings and reduce overall pavement crossing width. Concrete pavement with colored concrete pedestrian crossings will be implemented and connect directly to the Casey's on the east side, which is the only location within 1 mile of the project area for groceries.

At the intersection of Main Street West and Broadway Street, pedestrian bump-outs will be added, which will reduce pedestrian crossing distance on all legs of the intersection, increase pedestrian visibility, and slow vehicle speeds. Main Street West will be reduced to one-way traffic and one travel lane eastbound, allowing for the space at the intersection to be reclaimed for pedestrians and eliminating vehicle-pedestrian conflict points. The pedestrian crossings on all legs of this intersection will be enhanced with colored concrete.

Data from the 2021 5-year American Community Survey indicate a higher percentage of population under 18 living in the project area (28.9%) compared to the regional average (23.7%). Additional disadvantaged communities are also present within the city of Carver and the project area that will directly benefit from the proposed project: % Non-White is 9%; % population Over 60 is 13.4%; % of population with a Disability is 3.6%. These disadvantaged communities living in and around the project area will benefit by increased pedestrian infrastructure and connectivity of the existing infrastructure. No negative impacts to disadvantaged communities are expected.

The Regional Economy map lists employment within a half mile of the project area at 605 and Manufacturing specific employment at 148. Employees traveling to jobs in the project area by non-motorized means will also benefit from dedicated pedestrian facilities.

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project?s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

The regional socio-economic map generated for this project identifies 140 publicly subsidized rental housing units in census tracts within a half mile of the project area. More specifically, the HousingLink database shows two affordable housing properties adjacent to the project with a total of ten affordable units: six for households at or below 60% of area median income and four for households at or below 30% of area median income. A third property, 1.25 miles north of the project area has 68 units with four for households at or below 30% of area median income and 64 for households at or below 50% of area median income.

The proposed project will provide a safe pedestrian and bicycle connection for people in these households to travel to, from and within historic downtown Carver, which includes commercial and job opportunities. The implementation of the proposed pedestrian facilities will specifically improve east-west travel in the city of Carver for residents to access businesses, services, and jobs. The implementation of a dedicated pedestrian facility along Main Street West (AADT 1,414 (2022), 40 MPH) where there is currently no multimodal facility means users will be able to access businesses and community destinations in historic downtown Carver without walking along the high-speed roadway. Pedestrian facilities within downtown Carver including ADA improvements and enhanced pedestrian infrastructure such as bump-outs and raised crossings will facilitate improved pedestrian accessibility, safety, and comfort.

(Limit 2,800 characters; approximately 400 words):

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Yes

Upload the ?Socio-Economic Conditions? map used for this measure.

1702499005382_Carver Main Street Pedestrian Improvement Project_ Socio-Economic Map.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Response:

The project will fill a gap in the pedestrian network including construction of a new dedicated multimodal facility along Main Street West, connecting 1.3 miles from CSAH 11 to the MN River Bluffs Regional Trail connection on the west side of downtown Carver. This segment of roadway (AADT 1,414 (2022), 40 MPH) does not currently have any dedicated pedestrian facility with pedestrians having to travel in the roadway with limited paved shoulder area.

The project will also construct a new sidewalk along Mount Hope Road to Lions Park and existing trail connections, expanding the pedestrian network to this community destination along a 0.15 mile segment of road where no separate, dedicated pedestrian facility exists. This improvement connects to the intersection of Old Carver Rd (AADT 2,997(2022), 30 MPH) and Mt. Hope Rd, which will be improved with a raised pedestrian crossing. The existing intersection is skewed and confusing for pedestrians to cross. The new intersection will implement perpendicular pedestrian crossings and reduce overall pavement crossing width from 75 feet to approx. 30 ft. Concrete pavement with colored concrete pedestrian crossings will be implemented and connect directly to the Casey's on the east side, which is the only location within 1 mile of the project area for groceries.

Pedestrian infrastructure will be reconstructed and enhanced throughout the project limits within downtown Carver, most significantly at the intersection of Main St. West and Broadway St. Curb ramps will be reconstructed to address ADA deficiencies identified in the city of Carver ADA self-evaluation. Pedestrian bump-outs will be added, which will reduce pedestrian crossing distance on all legs of the intersection, increase pedestrian visibility, and slow vehicle speeds through intersections. Main Street West will be reduced to one-way traffic and one travel lane eastbound, allowing for the space at the intersection to be reclaimed for pedestrians and gathering space, and eliminating vehicle-pedestrian conflict points. The crossing distance on the east leg of the intersection will be reduced from 45 ft to approx. 15 ft. The pedestrian crossings on all legs of this intersection will be enhanced with colored concrete.

The project directly improves pedestrian facilities across and adjacent to two stream barriers identified in the Regional Bicycle Barriers study, one just west of Broadway St. and the other, Carver Creek, adjacent to Main St. West and running the length of the project from CSAH 11 to the west side of downtown Carver. Carver Creek is a barrier for any travel south of Main St. West, as it makes its way to the Minnesota River, meaning all users must travel east-west to the connecting roadway network if north-south travel is desired.

(Limit 2,800 characters; approximately 400 words)

Measure B: Deficiencies corrected or safety problems addressed

Response:

The project will construct a new dedicated multimodal facility along the south side of Main Street West, connecting 1.3 miles from CSAH 11 to the Carver County MN River Bluffs Regional Trail connection on the west side of downtown Carver. This segment of roadway (AADT 1,414 (2022), 40 MPH) does not currently have any dedicated pedestrian or multimodal facility with pedestrians having to travel in the roadway with limited paved shoulder area. The 10-year crash data from MnCMAT2 does not include reports of any bicycle or pedestrian crashes within the project area; however, the project will mitigate pedestrian-vehicle conflict points and significantly reduce the risk for pedestrian crashes. For example, the addition of a sidewalk to a roadway reduces the chance of pedestrian crashes by 40% (CMF ID 11246).

The project will also construct a new sidewalk along Mount Hope Road to Lions Park, expanding the pedestrian network to this community destination along a 0.15 mile segment of road where no separate, dedicated pedestrian facility exists. This improvement connects to the intersection of Old Carver Road (AADT 2,997(2022), 30 MPH) and Mt. Hope Road, which will be improved with a raised pedestrian crossing. The existing intersection is skewed and confusing for pedestrians to cross. The new intersection will implement perpendicular pedestrian crossings and reduce overall pavement crossing width from 75 feet to approx. 30 feet. Concrete pavement with colored concrete pedestrian crossings will be implemented.

Pedestrian infrastructure will be reconstructed and enhanced at the intersection of Main Street West and Broadway Avenue. Curb ramps will be reconstructed and pedestrian bump-outs will be added, which will reduce pedestrian crossing distance on all legs of the intersection, increase pedestrian visibility, and slow vehicle speeds through intersections. Main Street West will be reduced to one-way traffic and one travel lane eastbound eliminating vehicle-pedestrian conflict points. The crossing distance on the east leg of the intersection will be reduced from 45 feet to approximately 15 feet. The pedestrian crossings on all legs of this intersection will be enhanced with colored concrete.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

Response:

The new dedicated multimodal facility along the south side of Main Street West, connecting 1.3 miles from CSAH 11 to a Three Rivers Park District trail connection on the west side of downtown Carver, is a RBTN Tier 2 Alignment. This will provide a dedicated multimodal facility where none exists today along this regional, connecting route. The pedestrian facilities at Main Street West and Broadway Street are also part of the RBTN Tier 2 Alignment. The Main Street West/Broadway Street intersection, Main Street West/Mt. Hope Road intersection, Mt. Hope Road pedestrian improvements, and a 1/8 mile of the Main Street West connection are all within a RBTN Tier 2 Corridor Centerline search area due to the planned connection of the Mirriam Junction Trail over the Minnesota River and into Scott County.

The project includes a new sidewalk along Mt. Hope Road from Lions Park to Old Carver Road, and the reconstruction of the intersections of Main Street West and Broadway Street and Old Carver Road and Mt. Hope Road. All newly constructed project elements will be ADA compliant and enable access for all users. The Mt. Hope Road sidewalk will link Lions Park and the 6th Street West trail to the reconstructed intersection at Old Carver Road and Mt. Hope Roads. The sidewalk will provide access to one of the only food sources in Carver, as well as the Minnesota River Bluffs Regional Trail.

The reconstructed intersections also help create complete streets. The improvements at Main and Broadway Streets include pedestrian bump-outs and new dedicated pedestrian space, with reduced crossing distance, improved pedestrian visibility, and resulting in slowed intersection traffic. The reconstruction of Old Carver and Mt. Hope Roads will replace a skewed non-standard intersection with a four-legged intersection, better defining pedestrian pathway across Old Carver Road, reducing conflict points, and improve sidewalk and trail connections.

This investment will fill a multimodal facility gap between the growing community west of CSAH 11, downtown Carver, and communities such as Chaska, Shakopee, and Eden Prairie. The project will link the Three Rivers Park District's Minnesota River Bluffs Regional Trail in downtown Carver to CSAH 11. This improvement will give Carver residents multimodal access to services and employment in and throughout Carver and in nearby communities.

The multimodal facility along Main Street West will connect to the multiuse trail on CSAH 11 and to the Carver Crossing Park & Ride Station 1.3 miles north of the project area. Carver Station is a surface lot with enclosed climate-controlled station and parking for 400 vehicles. Southwest Transit operates routes 698T and 698C for transit service between Carver Station and downtown Minneapolis.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

There were multiple types of engagement conducted, including the assembly of a community task force, two open houses, a presentation to the City of Carver's Heritage Preservation Commission (HPC), the creation of a project web page, social media outreach, and the creation of a corridor vision statement. The City Council adopted the corridor vision statement in Fall 2023. The community task force comprised 11 residents and business owners and met three times to develop the corridor vision. The open houses were held at the fire department and at a historic church near the river.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow, scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points. *If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1702499458554_2023.12.12 Carver Main St Pedestrian - Prelim Layout Exhibit.pdf

Please upload attachment in PDF form

Additional Attachments

Please upload attachment in PDF form

3. Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated. Yes

100%

Historic/archeological property impacted; determination of ?no adverse effect? anticipated

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

4. Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5. Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$2,574,430.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,574,430.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

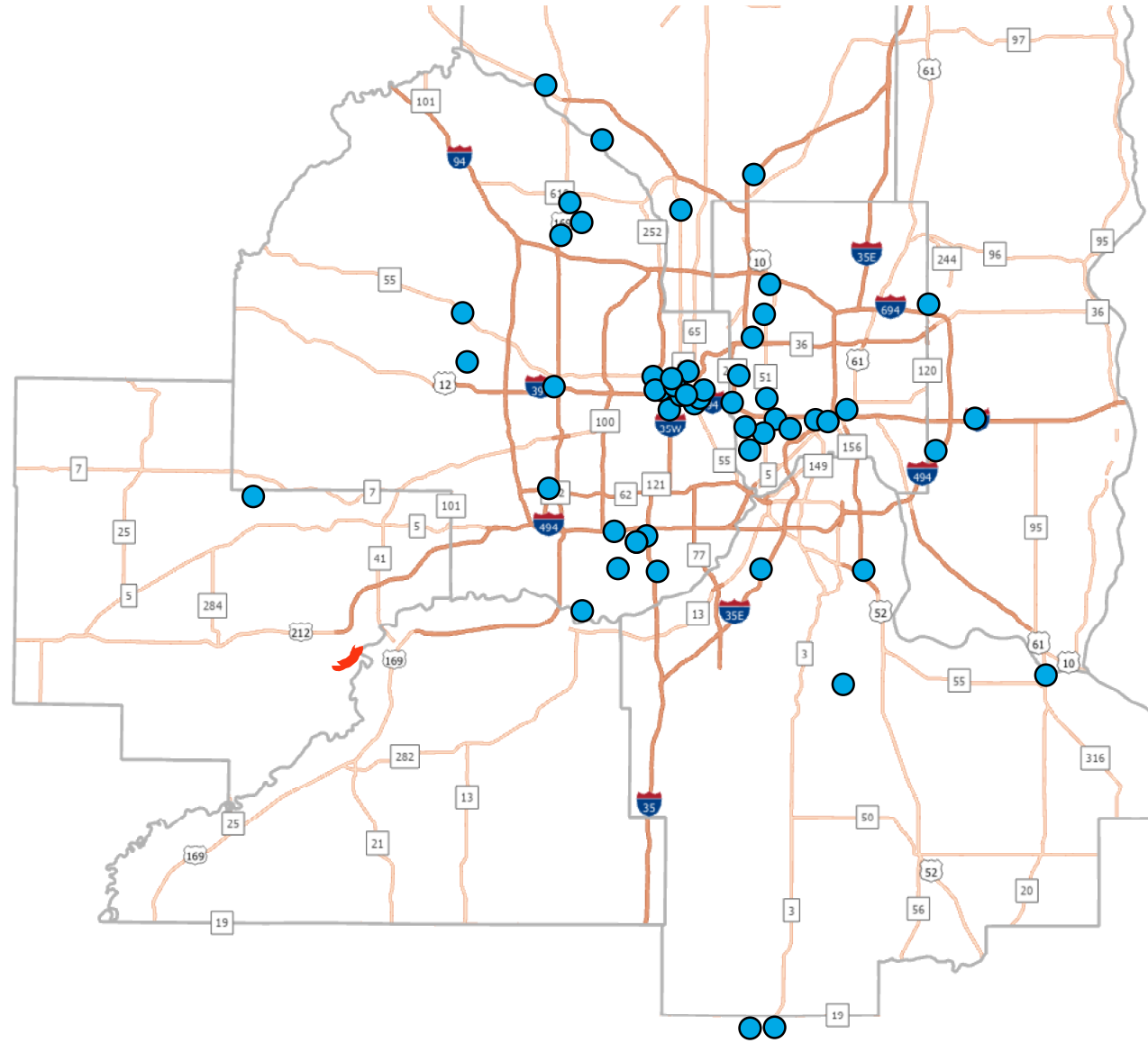
File Name	Description	File Size
2023.12.12 Carver Main St Pedestrian - Prelim Layout Exhibit.pdf	Project Location Map and Layout	26.7 MB
Carver Main Street One Page Description.pdf	One Page Description of Project	372 KB
Carver Main Street Pedestrian Existing Conditions Pictures.pdf	Existing Conditions Photos	923 KB
Carver Main Street Pedestrian Improvement Project_ RTBN Map.pdf	RTBN Tier Alignment Map	2.8 MB
Carver Main Street Pedestrian Project Support.pdf	Project Letters of Support	556 KB
Carver Main Street Pedestrian_Affordable_Housing_Map-Attachments.pdf	Affordable Housing Map and Attachments	3.3 MB
Carver Main Street Pedestrian_Engagement Summary.pdf	Project Engagement Summary	511 KB
Resolution - 151-23 11_20_2023.pdf	Final Resolution	789 KB
Signed City of Carver Maintenance Commitment Letter.pdf	Signed Letter of Commitment	480 KB

Regional Economy

Results

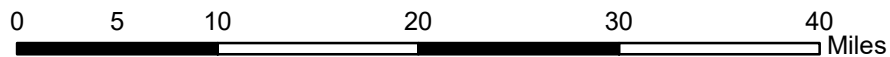
Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 4789
Total Employment: 605
Mfg and Dist Employment: 148



— Project

● Postsecondary Education Centers



Created: 11/24/2023
LandscapeRSA5



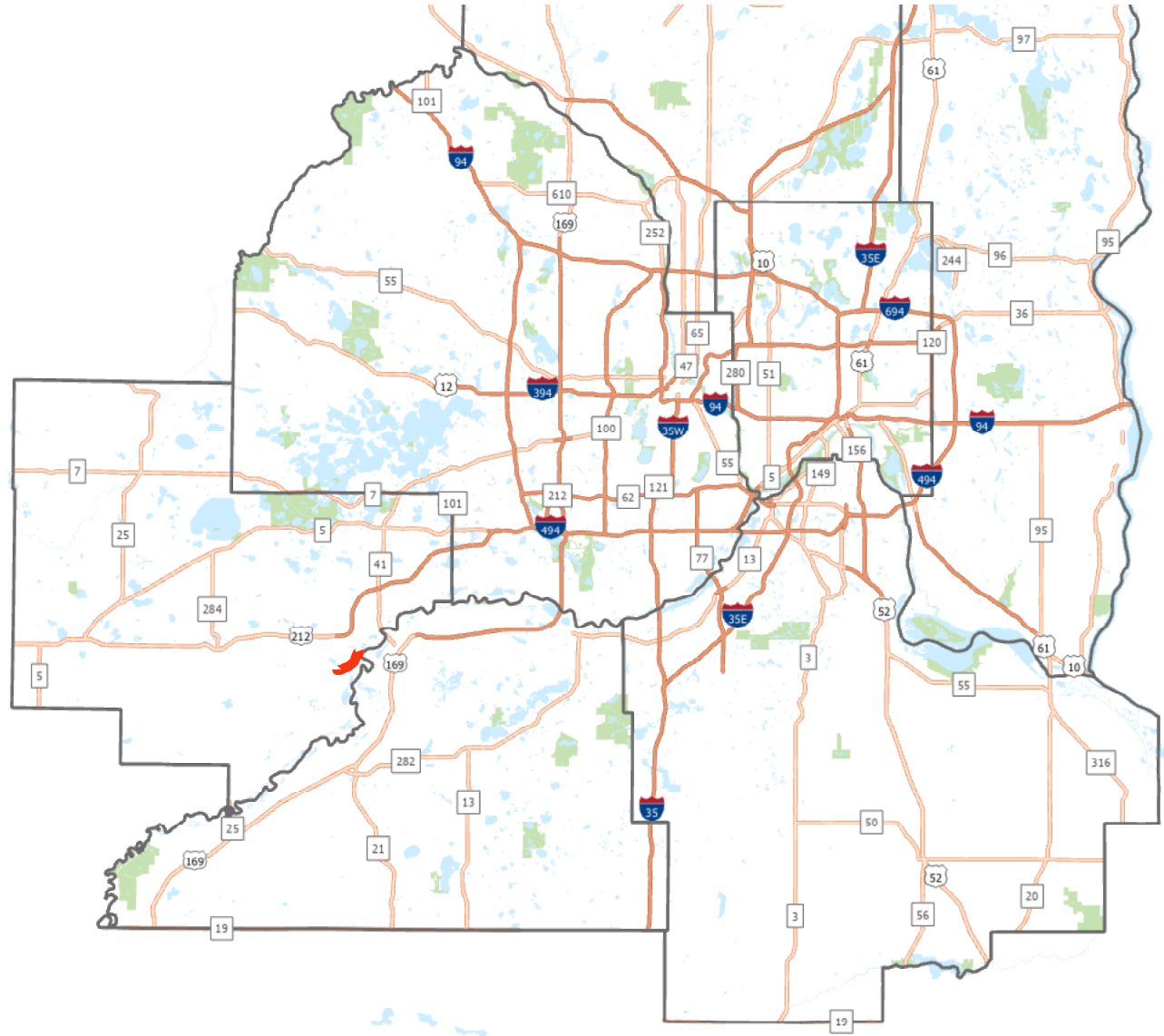
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



Population/Employment Summary

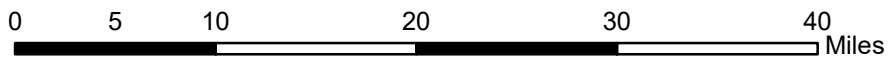
Results

Within HALF Mile of project:
Total Population: 4789



○ Project Points □ Project Area

— Project



Created: 11/24/2023
LandscapeRSA4



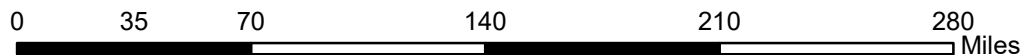
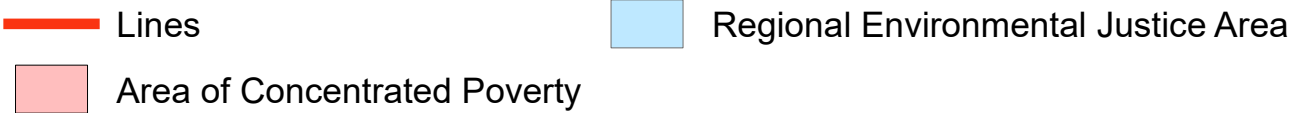
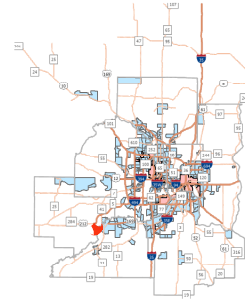
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 140

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.

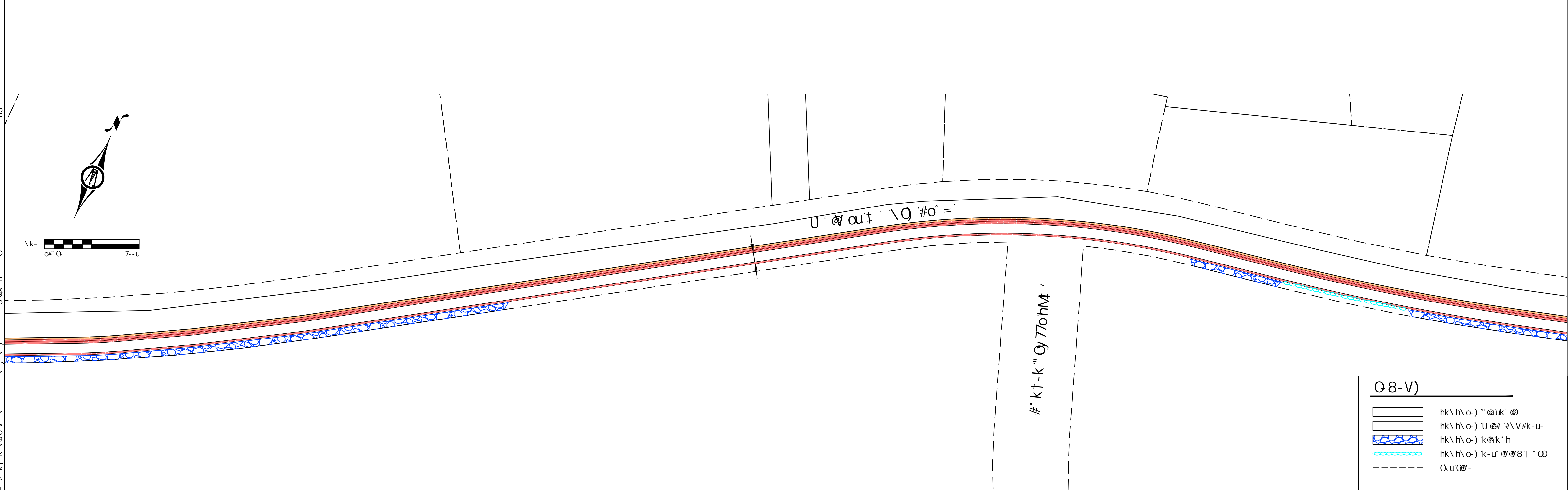
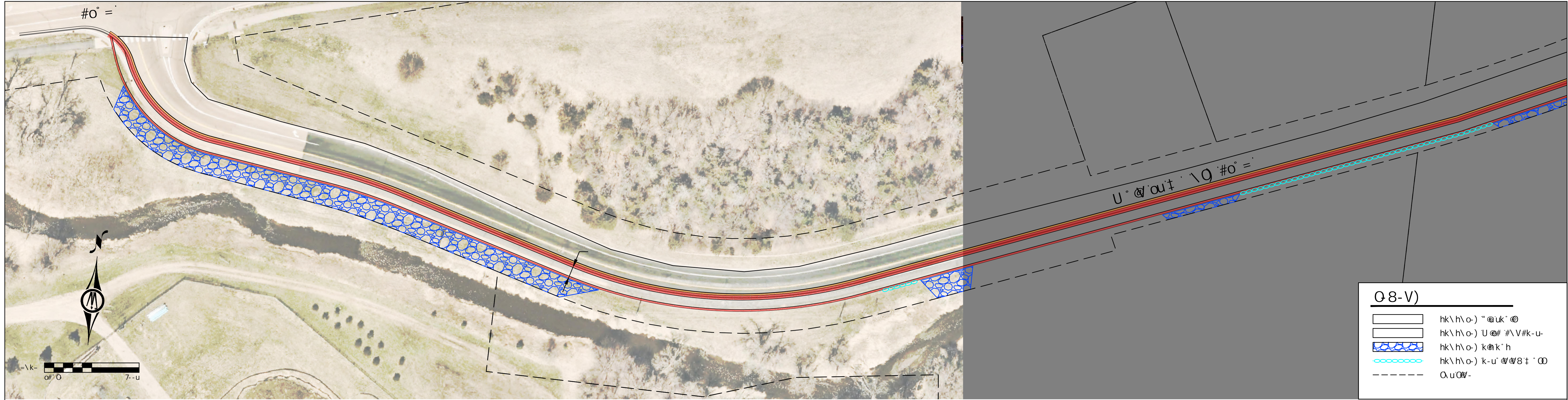


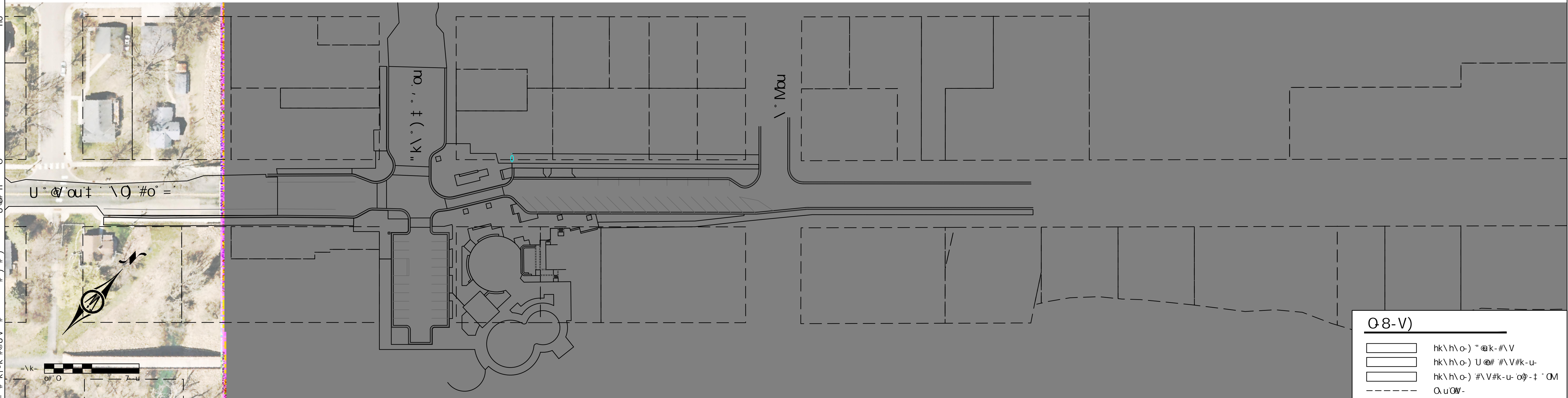
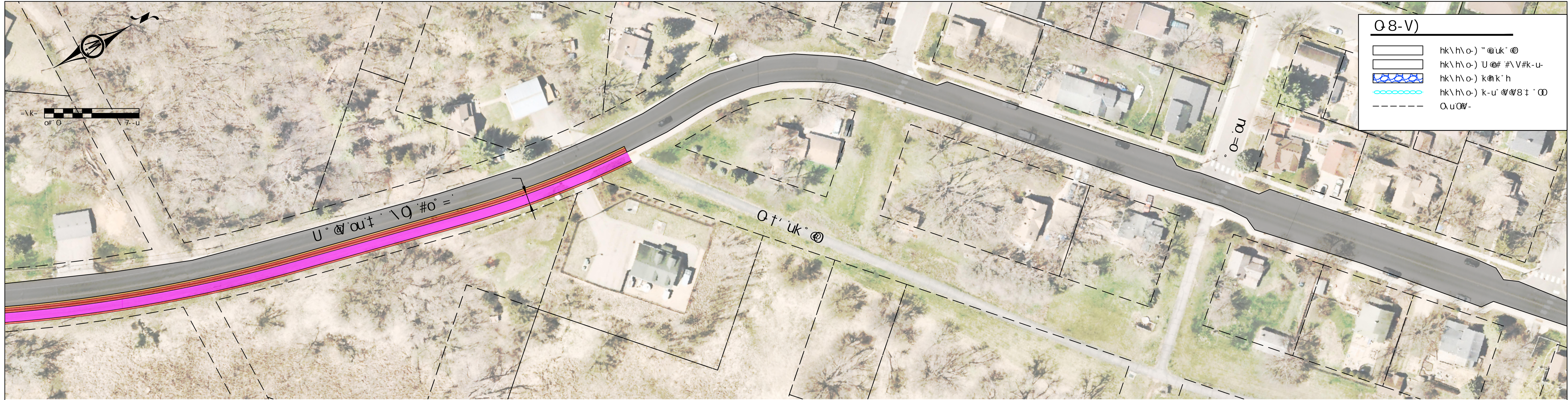
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LandscapeRSA2

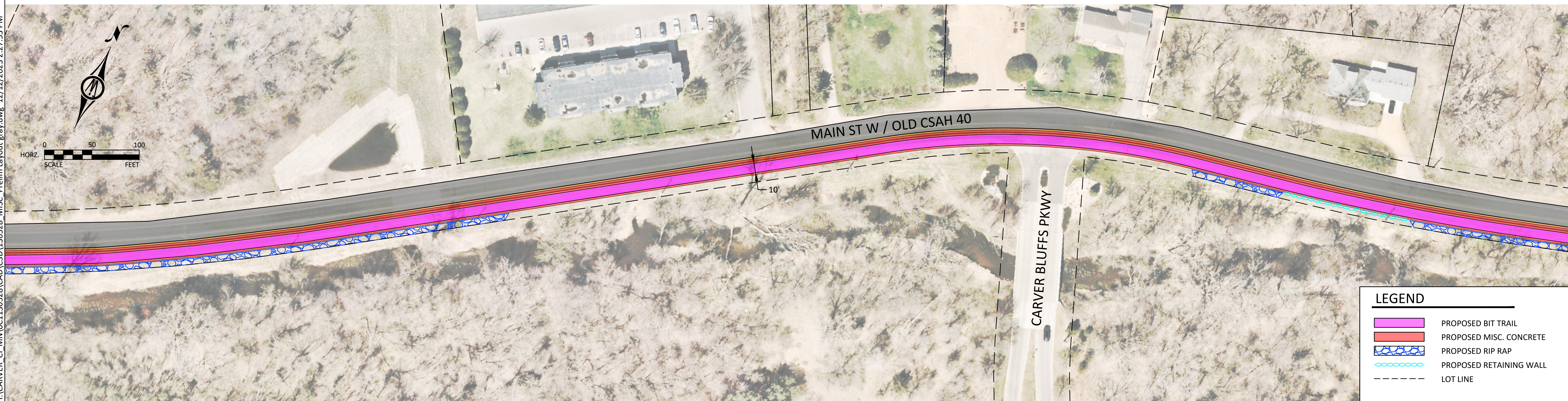
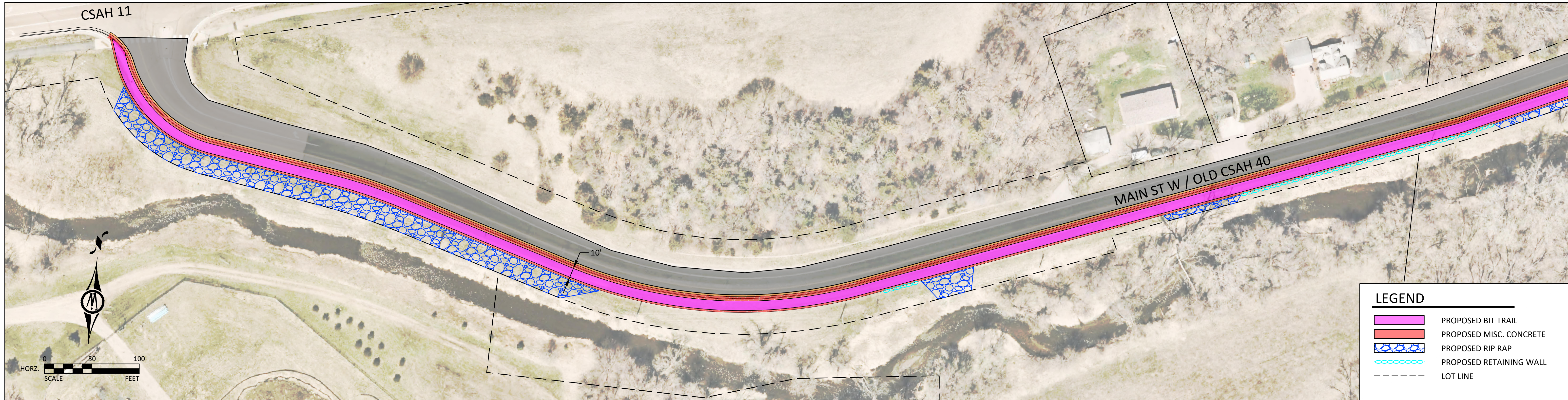


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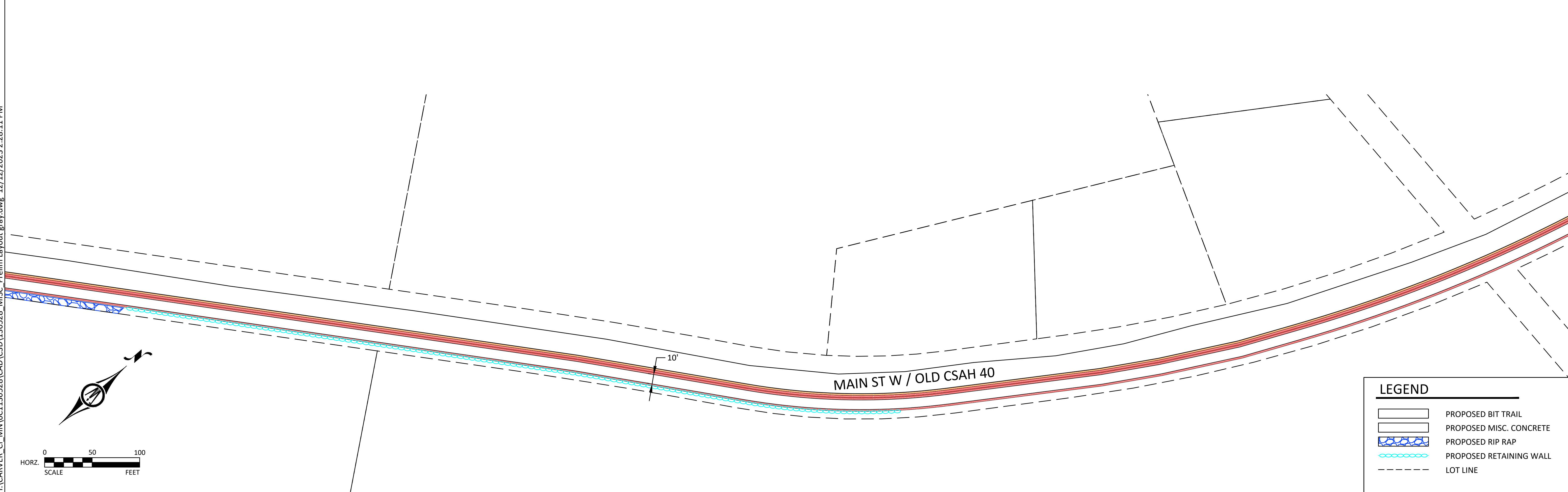
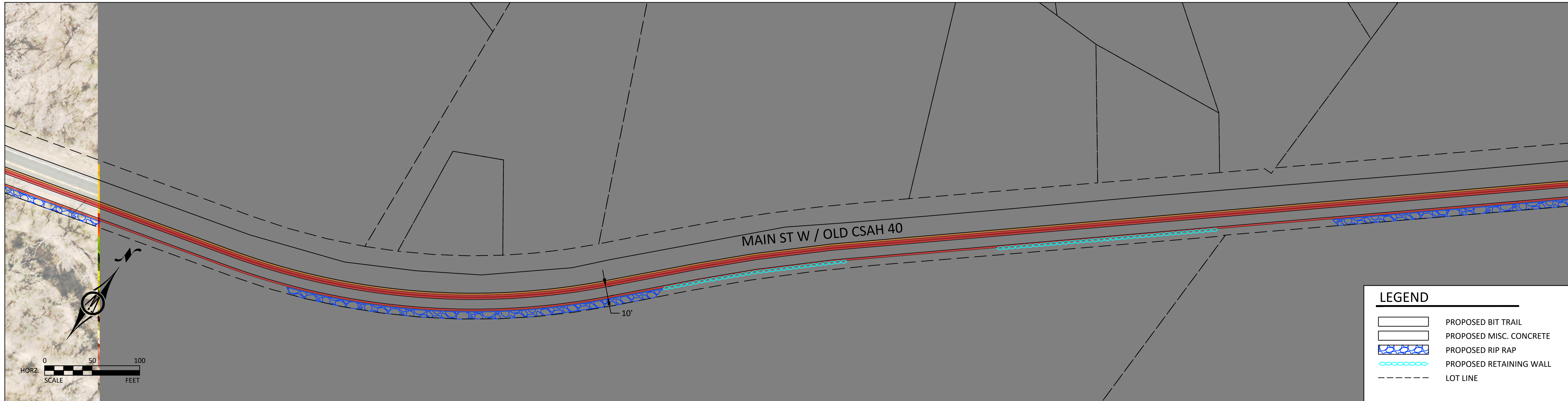




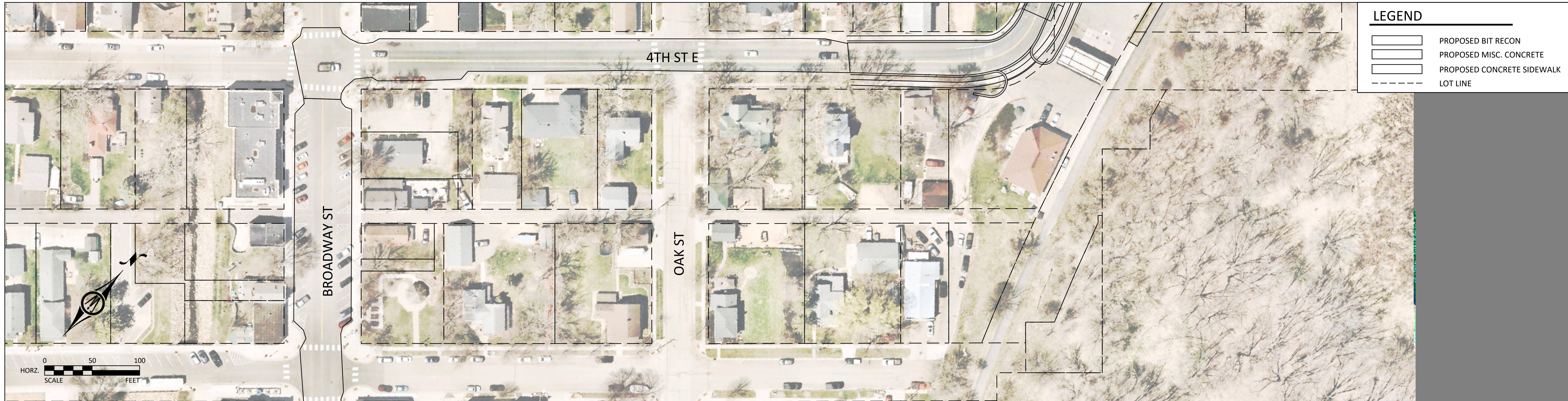




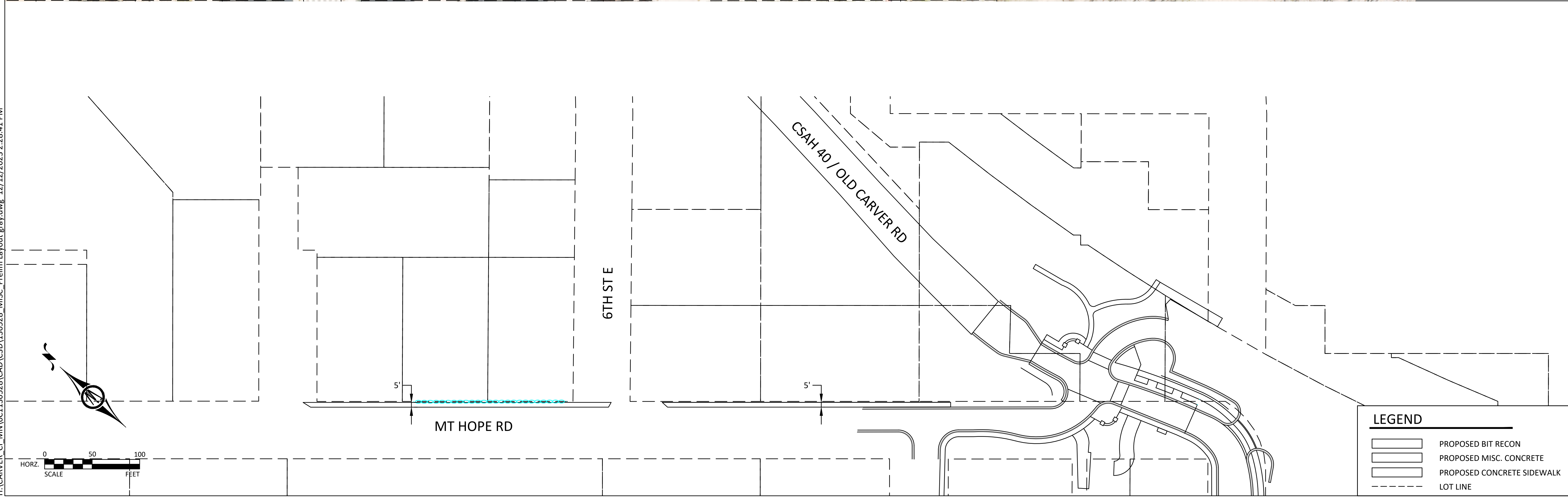
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LEGEND	
	PROPOSED BIT RECON
	PROPOSED MISC. CONCRETE
	PROPOSED CONCRETE SIDEWALK
	LOT LINE



LEGEND	
	PROPOSED BIT RECON
	PROPOSED MISC. CONCRETE
	PROPOSED CONCRETE SIDEWALK
	LOT LINE

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**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

November 14, 2023

Attn: Dan Lonnes
City of Carver Engineer
316 Broadway
Carver, MN 55315

Re: City of Carver Main Street West – Old Carver Road Improvements – Pursuit of Funding

Dear Mr. Lonnes,

I am writing to express my support for the City of Carver's pursuit of funding to complete the improvements proposed as part of the Main Street West – Old Carver Road Improvements project. The project would transform the old CSAH 40, which ran concurrent with Main Street West, Broadway Street, 4th Street East, and Old Carver Road, and was turned back to the City of Carver in early 2023. The city is using this opportunity to redefine these roadways to align with their needs and overall community vision. Today, Main Street West - Old Carver corridor serves as the main connection between downtown Carver and two major regional roadways: Jonathan Carver Parkway (CSAH 11) and Chaska Boulevard (CSAH 61). As both a part of the regional network and a downtown main street, the project corridor provides essential services in the City of Carver's economic viability and the ongoing livability of the community.

The project proposed by the City of Carver will correct poor pavement conditions, unsafe intersection geometry, and substandard pedestrian facilities to improve operations along the roadway while bringing its function into line with its new role as a both a community connector and a linkage to a regional tourism destination. The project would address a major gap in the regional trail network, linking the numerous residential developments west of downtown Carver to the Minnesota Bluffs LRT Regional Trail, greatly enhancing non-motorized mobility to the greater southwest metro area.

Considering the benefits this project would offer to the local community, I strongly support the City of Carver's pursuit of funding. We look forward to working with the City of Carver on this important project.

Sincerely,

Lyndon Colebrook-Robjent
County Engineer

CARVER COUNTY



November 8, 2023

Attn: Dan Lonnes
City of Carver Engineer
316 Broadway
Carver, MN 55315

Re: Main Street West – Old Carver Road Improvements – Pursuit of Funding

Dear Mr. Lonnes,

The SouthWest Metro Chamber of Commerce supports the City of Carver's pursuit of funding for the rehabilitation and reconstruction of Main Street West, Broadway Street, 4th Street East, and Old Carver Road, as well as the construction of new sidewalks and trails throughout the corridor. The SouthWest Metro Chamber of Commerce is aware that the City of Carver relies heavily on tourism in their historic downtown, and that maintaining a safe and positive visitor experience is essential to economic growth and retention of businesses in downtown Carver.

The rehabilitation and reconstruction of these roadways will not just directly benefit the project area through the City of Carver, but also the many other investments throughout Carver County by increasing access to downtown Carver and surrounding neighborhoods, and other Carver County destinations.

The SouthWest Metro Chamber of Commerce extends our full support to the City of Carver in its efforts to acquire funding for the rehabilitation and reconstruction of these key community roadways.

Sincerely,



Steve Curtis
Executive Director
Steve@swmetrochamber.com
Office: (952) 474-3233
Cell(651)231-3412

Map Document: \\arcserver1\GIS\CARVER_C\MINOC\1130528\ESRI\Pro\Regional_Solicitation_App.aprx | User: brita.dawson | Date Saved: 12/7/2023 10:30 AM



Affordable Housing

- Bluff Creek Apartments
- Carver Crossing
- Private Owner

Places of Interest

- Childcare Center
- Place of Worship
- Carver Station Park & Ride
- Casey's

 Half Mile Buffer

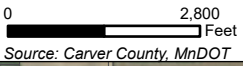
 1 Mile Buffer

 Project Location

 Commercial Parcels

 Parcels

 Municipal Boundaries





[Return to main site](#)

Streams (Data through 12/31/2022)

About Streams

Search by Property Name or Address

Or Search by HUD, MN Housing, Public Housing, USDA/RD, or Tax Credit ID

Or filter by:

Funding Source

- Federal
- State
- Local
- Philanthropic

Funding Categories

- Project-Based Subsidy
- Public Housing
- Tax Credit
- Tax Credit (LIHTC 4%)
- Tax Credit (LIHTC 9%)
- Subsidized-Other
- Local 4d

Groups Served

- Family
- Elderly
- Disabled

Obligation End Year

- Start Year
- End Year

Last Finance Year

- Start Year
- End Year

First Finance Year

- Start Year
- End Year

- New Construction
- Other

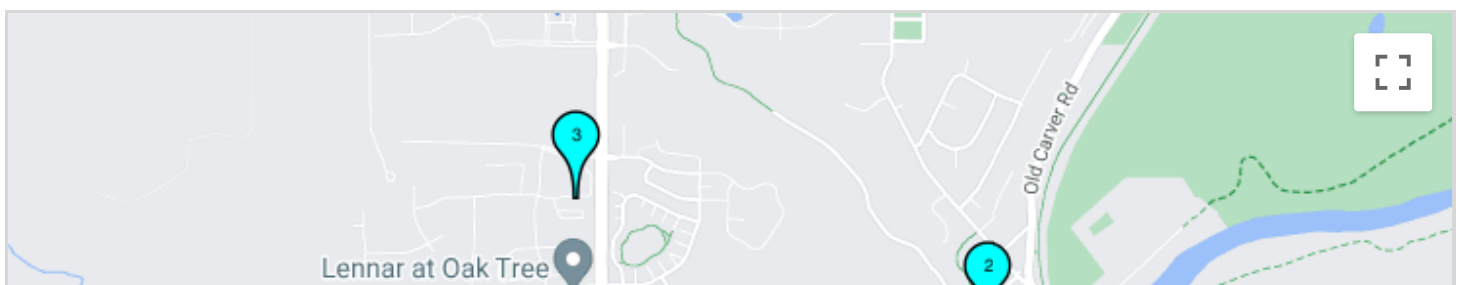
Show Results

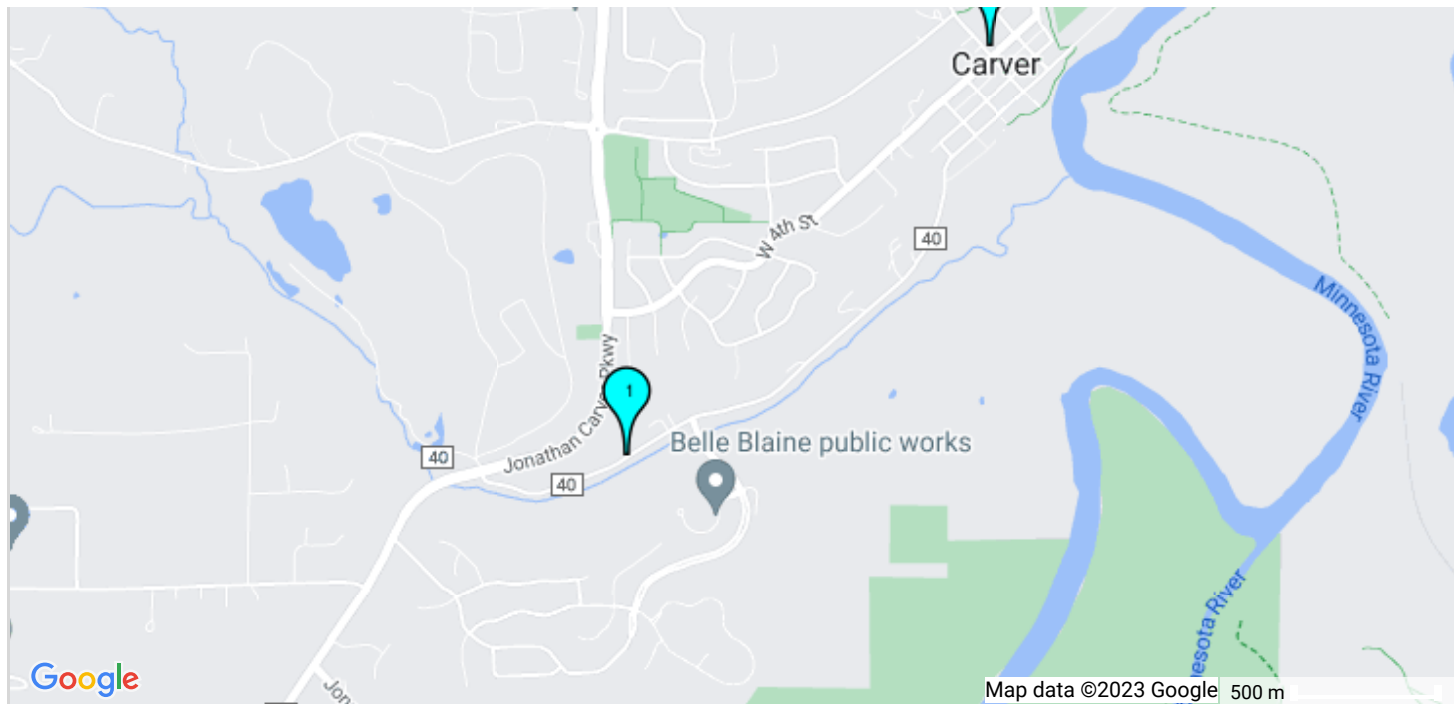
[Clear All](#)

Map Search

City Search

Greater MN





[Send us feedback](#)

Properties found.

Property Search Summary

Properties	Total Units	30% AMI*	50% AMI*	60% AMI*	80% AMI*	Total Aff Units*
3	92	8	64	6	0	78

- * AMI level and units are estimated if not provided, set to least restrictive AMI for largest number of units.
- ** Obligation expiration dates are estimated based on program definition if not provided.
- *** There may be other funders. This funder provided for reference.

[Return to main site](#)

Property Detail

About Streams

Carver County - Bluff Creek Apts

1800 County Rd 40
Carver, MN 55315

Funding Categories

Public Housing
Subsidized-Other

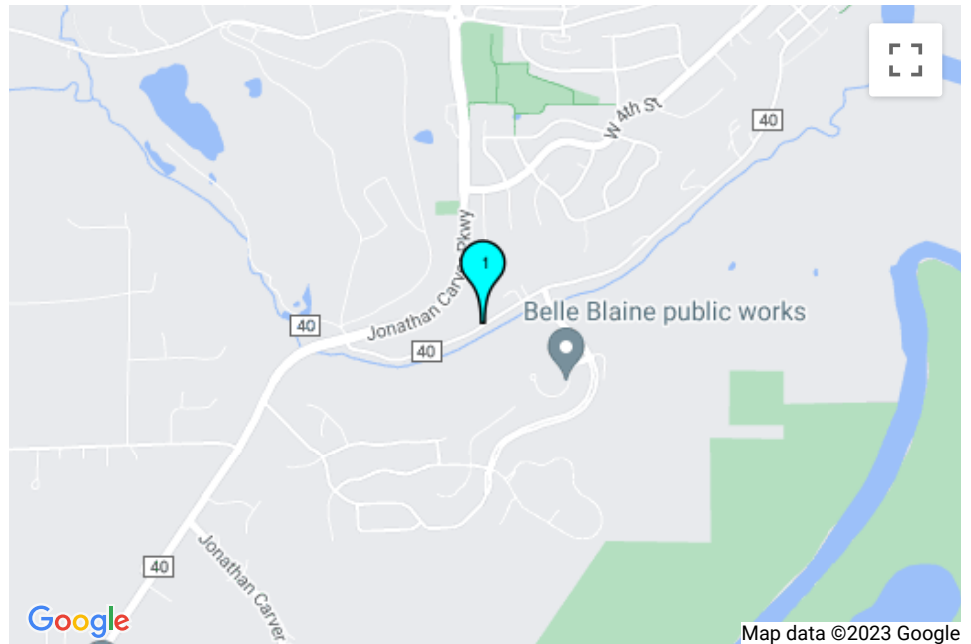
Property Information

Year Built: 1972
Building Type: Apartment
Groups Served: Family
Total Units: 18
Affordable Units: 4

Affordable Units by Bedroom

Units by Area Median Income

30%: 4



[Housing+Transit Cost](#)

[Walk Score®: 2](#)

[Report a problem](#)

Known Property Addresses

1	1800 County Rd 40	Carver
---	-------------------	--------

Funding Dates & Programs

First known closing: 4/30/2003
Most recent closing: 7/31/2003
Earliest expiration: 4/30/2023
Last Activity: Preservation

HUDPH: Public Housing
Close Date: 7/31/2003

MHFA: HTF
Close Date: 4/30/2003
Expiration: 4/30/2023

Known Property Identifiers

HousingLink: 10116
Carver Cnty: Carver County - Bluff Creek
MHFA: D2637

Property Detail

About Streams

Harry Niemela
401 Broadway St
Carver, MN 55315

Funding Categories

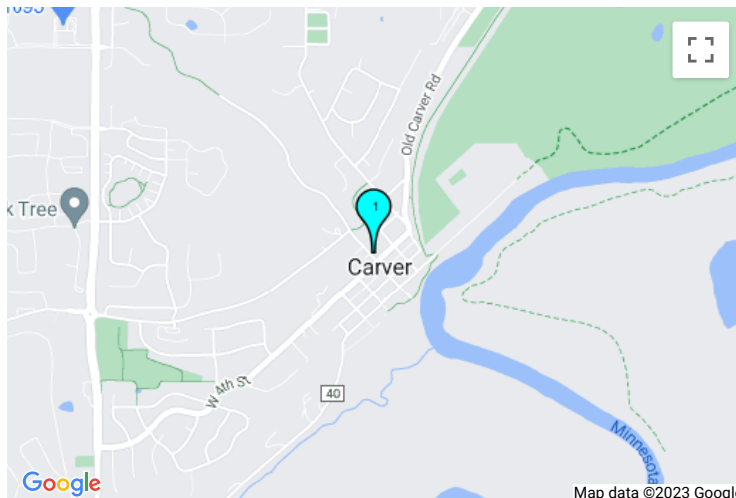
Tax Credit
Subsidized-Other
Tax Credit (LIHTC 9%)

Property Information

Year Built:
Building Type:
Groups Served:
Total Units: 6
Affordable Units: 6

Affordable Units by Bedroom

Units by Area Median Income *
60%: 6



* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units

[Housing+Transit Cost](#)

[Walk Score®: 33](#)

[Report a problem](#)

Known Property Addresses

1	401 Broadway St	Carver
---	-----------------	--------

Funding Dates & Programs

First known closing: 7/1/2012
Most recent closing: 7/1/2012
Earliest expiration: 1/1/2042
Last Activity: Preservation

MHFA: HOME

MHFA: Housing Tax Credits
Close Date: 1/1/2012
Estimated Expiration: 1/1/2042

MHFA: Housing Tax Credits 9%
Close Date: 7/1/2012
Estimated Expiration: 7/30/2042

Known Property Identifiers

HousingLink: 10748
MHFA: D5424

[Return to main site](#)

Property Detail

About Streams

Carver Crossing

1593 Hartwell Dr
Carver, MN 55315

Funding Categories

Tax Credit (LIHTC 9%)

Property Information

Year Built: 2016
Building Type: Apartment
Groups Served: Family
Total Units: 68
Affordable Units: 68

Affordable Units by Bedroom

1 BR: 14
2 BR: 36
3 BR: 18

Units by Area Median Income

30%: 4
50%: 64



[Housing+Transit Cost](#)

[Walk Score®: 8](#)

[Report a problem](#)

Known Property Addresses

1	1593 Hartwell Dr	Carver
---	------------------	--------

Funding Dates & Programs

First known closing: 1/1/2015
Most recent closing: 1/1/2015
Earliest expiration: 1/1/2045
Last Activity: New Construction

MHFA: Housing Tax Credits 9%
Close Date: 1/1/2016
Expiration: 1/1/2046

Known Property Identifiers

HousingLink: 10926
MHFATC9: D7725
HUDLIHTC9: MNA20162009

Main Street West - Old Carver Road Improvements Engagement Summary



COMMUNITY TASK FORCE

In Spring 2023 a community task force comprised of 11 residents and business owners was formed to review and develop a vision for the corridor through a series of three meetings.



OPEN HOUSES

Two open houses were hosted - one downtown at a historic church by the river, and one at the fire department during the annual fall community event to gather input from the public.



HPC PRESENTATION

Conducted a presentation to the city's Heritage Preservation Commission (HPC).



ONLINE PRESENCE

City hosted project webpage was created with opportunity for the public to give feedback through an online comment card.



SOCIAL MEDIA

Through out the process both the website homepage and social media were utilized to post about project updates and feedback opportunities.



CORRIDOR VISION

Council work sessions and meetings were held to review the vision for the corridor. Council adopted the corridor vision in Fall 2023.



**CITY OF CARVER
CARVER COUNTY, MINNESOTA
RESOLUTION 151-23**

**RESOLUTION SUPPORTING THE CITY OF CARVER'S PURSUIT OF 2023
REGIONAL SOLICITATION FUNDING FOR THE MAIN STREET WEST – OLD
CARVER ROAD IMPROVEMENTS PROJECT**

WHEREAS, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2028-2029 and providing up to 80 percent of the project construction cost for transportation projects; and

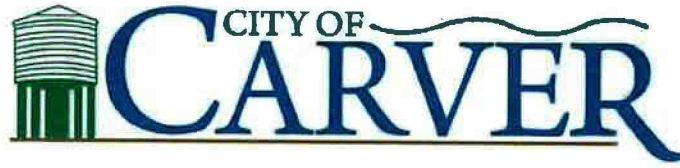
WHEREAS, the City of Carver is seeking Regional Solicitation funds to reconstruct the Main Street West – Old Carver Road corridor through the City of Carver, which runs concurrent with Main Street West from County Road 11 (Jonathan Carver Parkway) to Broadway Street, Broadway Street to Fourth Street East, Fourth Street East to Old Carver Road, and Old Carver Road to County Road 61 (Chaska Boulevard), and,

WHEREAS, the Main Street West – Old Carver Road Reconstruction & Rehabilitation project will rebuild the failing collector roadway, make improvements to the intersections of Main Street & Broadway Street and Mount Hope Road & Old Carver Road, fill sidewalk gaps, address ADA deficiencies, and install a paved shared use path along the south side of Main Street West to County Road 11, and

WHEREAS, the proposed year for project construction is 2025.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Carver as follows; that

1. The City Council hereby supports the reconstruction and rehabilitation of Main Street West – Old Carver Road through the City of Carver, and
2. The City Council hereby supports the City's pursuit of FY 2028-2029 Regional Solicitation funding and authorizes staff to prepare and submit such application.



Adopted by the City Council of Carver, on this 20th day of November, 2023.

Courtney Johnson
Courtney Johnson, Mayor

ATTEST:

Vicky Song Eiden
Vicky Song Eiden, City Clerk



December 1, 2023

Elaine Koutsoukos
Transportation Advisory Board Coordinator
390 Robert Street North
Saint Paul, MN 55101
elaine.koutsoukos@metc.state.mn.us

RE: Commitment to year-round maintenance for City of Carver Main Street Pedestrian Project

Dear Ms. Koutsoukos,

This is written confirmation that the City of Carver is committed to maintaining the pedestrian facilities proposed by the Carver Main Street Pedestrian Project year-round per the City's Snow and Ice Control Policy. The city recognizes the local and regional importance of the proposed pedestrian improvements and is dedicated to keeping them accessible year-round throughout their lifespan.

The project will fill gaps in the multimodal network transportation system by installing pedestrian facilities where none exist today and enhancing multimodal infrastructure for pedestrian oriented uses in historic downtown Carver. The project fills a major gap in the transportation system network for multimodal users along Main Street West east of CSAH 11 and into downtown Carver connecting to existing dedicated pedestrian infrastructure. The project expands and connects the multimodal pedestrian system to provide safe access for non-motorized travelers to and from residential and commercial uses.

The application has been approved for submittal by the Carver City Council, and we appreciate the thoughtful consideration of funding for this significant improvement for our community.

Sincerely,

Chad Shell
Public Services Director
City of Carver